



Galt Traffic

Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

December 2015

Picture of the Month



If you've spent any time at Galt, at some point you will have been treated to a fly by such as this one from Claude Sunday in his Beechcraft T-34A Mentor (N234TX). This beautiful aircraft was restored by Blackwell Aviation Inc., and won the Best T-34 award at EAA AirVenture in 2011. Photographed by Bill Tobin.

What's Your Angle?

By Jeff Hill, Sr., Contributing Editor

Angle of attack (AoA) indicators have been used in military planes for over fifty years. Transport category jets and some 'biz jets' use them for essential inputs to their automatic flight systems, but may or may not display it in the cockpit. AoA has been talked about in general aviation quite a lot, but for the most part, to paraphrase Mark Twain, '... everybody talks about it but nobody does anything about it.' That's no longer true and today it is a hot item. At least ten companies have AoA indicators on the market, including Bendix King, Alpha Systems and Safe Flight.

The FAA has a very good twenty-

minute video available online that gives an excellent explanation of the need for AoA displays, shows the visual (and sometimes audio) warnings of several models and notes sources of information regarding installation. The FAA is so much in favor of AoA indicators that it has made their installation a MINOR ALTERATION. This means that an IA does not need to submit a form 337 and obtain FAA approval on an individual basis.

The video begins with a look at the dreaded, but all too common, 'base to final overshoot' which has all the potential of leading to a cross control stall entry into a spin at an

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Editor's Note

I have sad news to share with our readers this month. **Mary Moricoli** lost her battle with cancer on November 4th at the JourneyCare Inpatient Hospice Unit in Woodstock, IL. A 932 chapter member and wife of our chapter president, **Ed Moricoli**, Mary was a frequent volunteer at chapter and airport events. She will be sorely missed by her many friends at Galt.

Our chapter president is himself currently recovering from quadruple bypass surgery in Centegra Northern Illinois Medical Center, McHenry, IL. Ed might miss a chapter meeting or two but I can assure you he will be back just as soon as his health allows. He loves Galt Airport and can't wait to get back to flying and his presidential duties.

Another wonderful chapter volunteer, **Jo Murray** (Ed Brown's better half) has had some significant health challenges this year and has been in and out of Centegra Northern Illinois Medical Center several times. She is once again recovering at home, where I hope she will stay for a while!

Chapter member, **Rob Nelson**, is also currently out of action! Rob had a stroke a few weeks ago and ended up in Loyola University Medical Center having open heart surgery to remove a blood clot. He is now recuperating at home.

Please keep Ed, Jo and Rob in your thoughts and prayers this Holiday season. We wish all of them a speedy recovery and look forward to seeing all of you back at Galt Airport very soon.

Happy Holidays to you all.

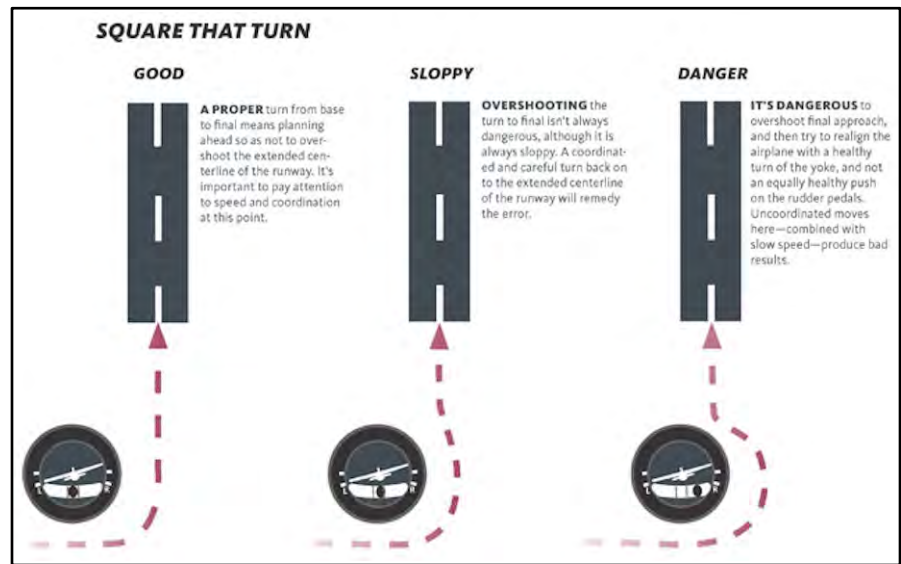
Beth Rehm, Editor

Continued from page 1.

altitude too low to execute a recovery. This type accident accounts for 15% of general aviation fatalities!

Why a 'cross control stall/spin'? Because yaw is as much a culprit in causing these accidents as is a stall. For example, a pilot turns left, attempting to bring the nose back toward the runway and sees the tailwind is causing him to overshoot the runway centerline so he adds a little left rudder. This will cause the left bank to increase so he compensates by adding right aileron (cross control). This all will cause the nose to drop so he pulls back on the yoke increasing the wing loading which increases the stall speed.

A cross control stall spin entry was demonstrated to me (in a Luscombe) when I was a student pilot and I will never forget it. We were



upside down and into a spin instantaneously. My seat belt wasn't tightened enough and my head hit the roof so hard it really hurt. Imagine trying this—at all—let alone at 800' AGL.

This video presents an analysis of

Angle of Attack (AoA) devices in the general aviation environment. It promotes FAA policy concerning non-required/supplemental AoA based systems for GA airplanes. <https://www.youtube.com/watch?v=8IcjWnAJGKQ&feature=youtu.be>

— now —
HIRING

JB Aviation at Galt Airport (10C) in Greenwood, IL is now hiring Certified Flight Instructors.

We operate 3 Cessna 172's, a Cessna 182, a Citabria 7ECA, a Cherokee 180 and a BushCat LSA.

We are currently seeking flight instructors to meet the demand of our flight school. Minimum of CFI required, CFII preferred. Tail-wheel experience preferred, but not required. Weekend availability is a must. Flight hours per month are based on how much you are able to fly, we have no shortage of student activity.

Pay \$25 per hour.

Please email your resume to flightschool@galtairport.com, or call 815-648-2433 and ask to speak to Justin.

Professional Opinions

Adventures in Instrument Flying

By Eric Rehm

One of the perks about being an airline pilot is you are always instrument current. My company has its pilots go to recurrent training every nine months that ticks off every instrument currency requirement. Technically then I can get in my Mooney 201 and fly single pilot IFR without ever having looked at the Mooney.

I realize however that flying an airliner with a two person crew and a GA aircraft single pilot are two different animals, so I do practice approaches, holds etc. in the Mooney. I have found that flying instruments at work translates pretty well in the Mooney and so usually my

practice flights go pretty well and are often uneventful. However on a recent flight, with Larry Schubert as my safety pilot, I had an interesting learning experience that I thought I would pass on.

Larry and I got together on August 19th, according to my logbook, and since I felt I was in a bit of a rut, I asked Larry what he thought we should do. He suggested flying to TEDDY intersection and holding there on V24, then on to Freeport (FEP) and Whiteside County (SQI) for some approaches before heading back to Galt. I thought that sounded good and began to set up my radios accordingly.

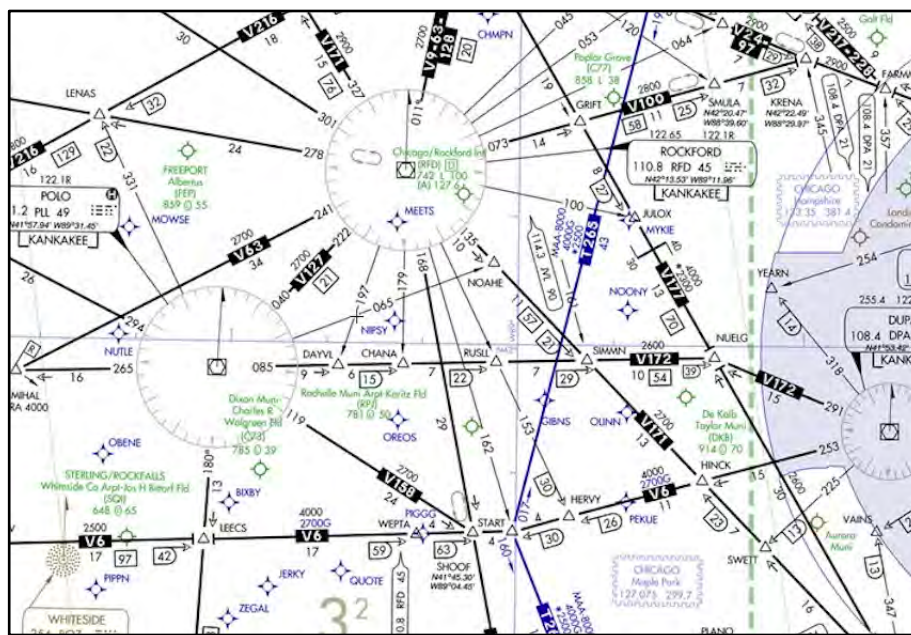
My Mooney has a Garmin 430W GPS which includes a NAV radio that is hooked up to a HSI. I am able to flip between GPS and NAV modes by pressing a button on the Garmin. In addition there are two small indicator lights on the glare-shield that denote what mode is selected; green is for GPS and white is for NAV.

For the first leg, I programmed the GPS to go direct to TEDDY and

red NAV flag on my HSI, indicating a lack of signal. I checked to make sure I had the correct VOR frequency tuned in, and I had. My first thought was maybe the HSI wasn't working correctly so I switched from NAV mode to GPS mode and immediately, the red NAV flag went away. Larry and I scratched our heads and thought maybe we were a bit low to pick up the VOR so after climbing

another thousand feet or so, I pressed the button on the GPS once again to go back to NAV mode and this time the flag on the HSI did not reappear. Problem solved, or so it would appear.

Once at TEDDY, I performed the 5 Ts and executed a teardrop entry into the



tuned in JVL VOR in the NAV radio and set the needle of the HSI to 289. I also made sure the white light on the glare-shield was illuminated, confirming I was in NAV mode. My plan was to use the GPS as a back up and use the NAV radio to intercept the 109 degree radial off of JVL VOR to TEDDY and enter the hold as published. I could have used the GPS for the whole maneuver but it had been a long time since I had used "the old method" and with Larry's encouragement I decided it would be good to brush up on those old skills that get used so little these days.

We launched in beautiful VFR weather and right away I noticed a

published hold. Everything seemed fairly normal until about the second turn in the hold. The screen on the GPS showed the aircraft (if I remember correctly) north and east of TEDDY whereas we should have been south and west. The ForeFlight app on my iPad showed the same thing, however, the needle on my HSI showed me right on course. I was getting an uneasy feeling when Larry piped up and said we looked off course as he had done many holds at this intersection and knew the landmarks very well. Only then did I think to look at those indicator lights on the glare-shield. Sure enough, the

Continued on next page.

Continued from page 3.

green light was lit, indicating I was still in GPS mode. During the climb out, when I pressed the button to switch from GPS to NAV mode, I did not confirm the switch with the lights. I know I pressed the button but for whatever reason it did not take.

I was very embarrassed by my oversight but after the flight was over and I reflected on it, I realized that I learned three good lessons and how fortunate I was to have learned them in VFR conditions and while not in the IFR system. It could have been a very different story had I been in the clouds in mountainous terrain. The obvious lesson learned that day is to always verify what navigation mode

I am in. For the rest of that training flight and from now on, I double check with the indicator lights that I am in the navigation mode I want to be in. The second lesson I learned is to always use every nav aid you have to help keep situationally aware. I stubbornly ignored the moving map on my GPS and iPad because I wanted to prove to myself that I could navigate with just one VOR. Had I included either piece of equipment in my scan, I would have caught my mistake much earlier.

Lastly, neither I nor Larry checked the NOTAMs before we left, something I think we are all guilty of from time to time when flying locally in good VFR conditions. Had we done

that we would have noted that the JVL VOR was NOTAMed out of service that day.



Eric Rehm is a First Officer on the MD-80 for American Airlines based in Chicago O'Hare. He has been flying since he was fifteen, is a CFII and has

accumulated over 7,000 flying hours. He co-owns a 1984 Mooney M20J based at Galt (N57252).

American Aviation Historical Society

Are you familiar with the American Aviation Historical Society (AAHS)? They have a magazine and newsletter, both quarterly, that are THE best. The articles are interesting, in depth, painfully researched and scholarly. Topics covered are a balance of military, commercial and general aviation.

The photography is on a par with that which you would expect to see in *The Smithsonian* or *National Geographic*. The planes pictured on the front, back and inside covers are truly 'suitable for framing'.

Membership is only \$40 per year and includes the Journal and Flightline. Any contributions beyond that are tax deductible.

Visit the AAHS web site at <http://www.aahs-online.org/>

You can read the third quarter newsletter at http://www.aahs-online.org/flightline/fl_191.pdf

- Jeff Hill, Sr. Contributing Editor



The picture above is featured on the inside front cover of the AAHS's fall issue and the description of the picture on the contents page reads: "A USAAF Boeing Stearman PT-17 takes off from Grand Central Air Terminal in Glendale, Calif., planned site of the 2016 AAHS Annual Meeting, in this painting by John Amendola." Glendale, not LAX, was the Los Angeles airport prior to WW II.

Recent Events at Galt

Group Fly Out to Lake Lawn Resort for Sunday Brunch

Jeff Hill Sr., Contributing Editor

November 8 was a picture perfect fall day that assured a really good turnout (13 planes brought 36 folks) to our fly-out to Delavan, Wisconsin's Lake Lawn Resort for their wonderful Sunday brunch.

The Lake Lawn Airport (C59) is in decent shape. The airport offers no services and is unattended but on in-season weekends there is a small 'souvenir' type shop with rest rooms and drinks and snacks. This, in better times, was the FBO. It's only a couple of hundred yards walk to the Resort, but if you need transportation there is a phone that you can use to summon a ride.



Left to right: Mike Nowakowski, Dave Spitzbart, Evan Sahm, Ed Brown, Joe Maney and Erich Sahm. Photograph by Karen Sahm.



Photograph by Rebekah Busse.

There may be some grass growing up between cracks in the asphalt here

and there, but there is no gravel-like deterioration that would cause one to worry about prop damage. The paved north/south runway is long, over 4,000', and wide. There is plenty of parking space with heavy three quarter inch cables to tie down to, but bring your own ropes.

The brunch was really good – they didn't leave anything out! There



Photograph by Jeff Hill Sr.

were three different buffet tables and a service station offering eggs, omelets and waffles cooked to order as well as a beautiful beef roast and ham. They also had a salad / appetizer buffet, including the really good stuff such as shrimp and salmon.



Wally and Trixy Hain (right) pose with their 1954 Cessna 170B and friends Lee and Karin Hilbert (left). Photograph by Karen Sahm.



Photograph by Jeff Hill Sr.

Recent Events at Galt

Boy Scouts Young Eagles Flights - Sunday, October 25th



Pilot Dave Spitzbart flew the Boy Scouts in his 1969 Cessna 172K, (N7044G). Photographed by Bill Tobin.



Our Youth Aviation Club Coordinator, John Theriault, flew Young Eagles in his 1962 Cessna 172, (N1535Y). Photographed by Bill Tobin.



Pilot Arnie Quast flew Young Eagles in the JB Aviation Flight Club's 1975 Cessna 172M (N6782H) Photographed by Bill Tobin.



Pilot Jeremy Knoll, flew Young Eagles one at a time in his 2-seat Light Sport airplane, the BushCat by SkyReach (N709BC). Photographed by Bill Tobin.

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Jerry's One Man Band

By Jeff Hill, Sr. Contributing Editor

I got an entertaining email the other day with a link to a video showing four guys playing Ravel's *Bolero* on a single cello! Pretty cool, also surprisingly good. I chuckled when I thought, this is the very antithesis of Jerry Sleger's 'One Man Band' – the first thing you see and hear as you enter EAA's AirVenture by way of the south gate, just west of the 'Theater in The Woods'.



Watch the video: <http://www.youtube.com/watch?v=aUeysGoPFTk>



I snapped this pic in 2012 when Jerry was already threatening to 'hang it up'. Not too hard to imagine, I suppose. Jerry, of Sturgeon Bay, WI, who was born in 1930 is hardly a kid anymore but he was back again in 2013, '14 and '15.

"His equipment isn't the least bit modern. In fact, he would have to upgrade it to make it Old! Shunning digital technology for what he describes as "junk" he has assembled a collection of electronic equipment with many unidentifiable gadgets, self-made contraptions and garbage. He refurbishes accordions and sells CDs to offset the cost of his equipment but when he fires it up, taking several minutes to adjust all

the switches, dials, levers and moving parts, he makes beautiful music. On top of his watt-sucking contraption sits a chimp playing the cymbals, a monkey pounding on the drums a Hawaiian hulu dancer and a gorilla sipping tequila. Doesn't every band have that?" – Tom Woodward

Jerry's wife, LaVern, sits in a lawn chair nearby selling his CDs. I bought a couple and they're a perfect background for an early evening hangar de-brief and a beer after an enjoyable day's flying.

Jerry, we'll be looking for you in 2016, please be there!

Watch Jerry on You Tube: <https://www.youtube.com/watch?v=BRFz62cnntE>

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Galt Traffic Crossword

ACROSS

- 1 CESSNA T-50
- 8 CESSNA 336 & 337
- 9 BEECH MODEL 18
- 11 AERONCA 7
- 15 BEECH MODEL 90
- 16 BOEING 787
- 19 BOEING 377
- 20 BEECH MODEL 33
- 22 CESSNA 182
- 23 BOEING 314 SEAPLANE
- 24 CESSNA 180
- 25 CESSNA 210

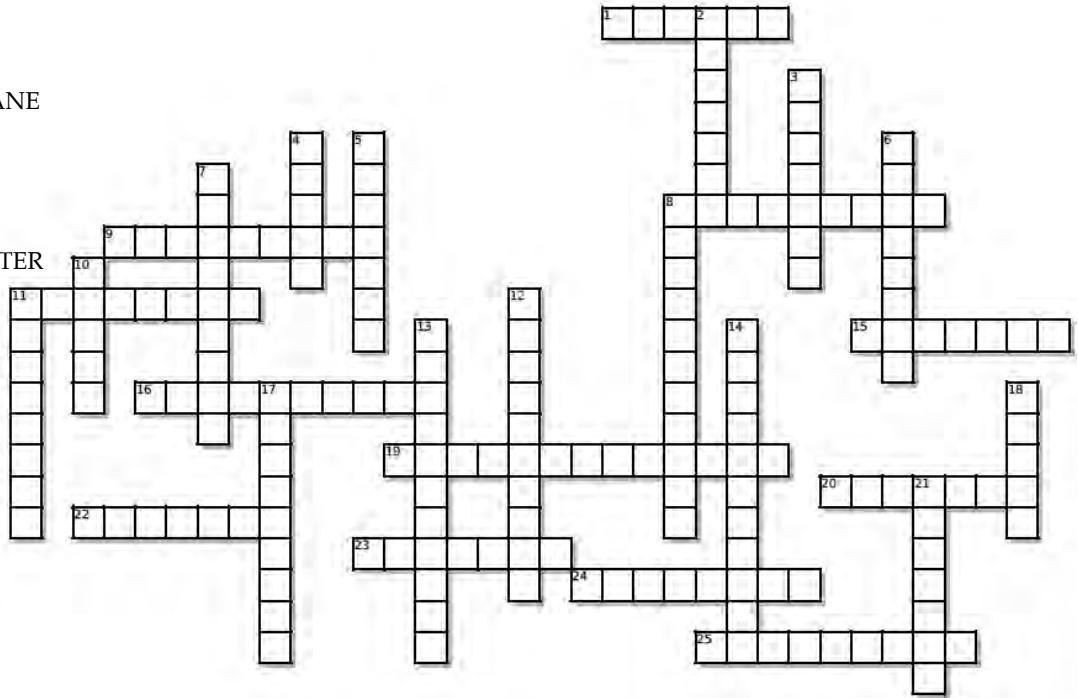
THE NAME OF THE PLANE - CIVILIAN

Edited by Wool Drawers

No. 2 - B

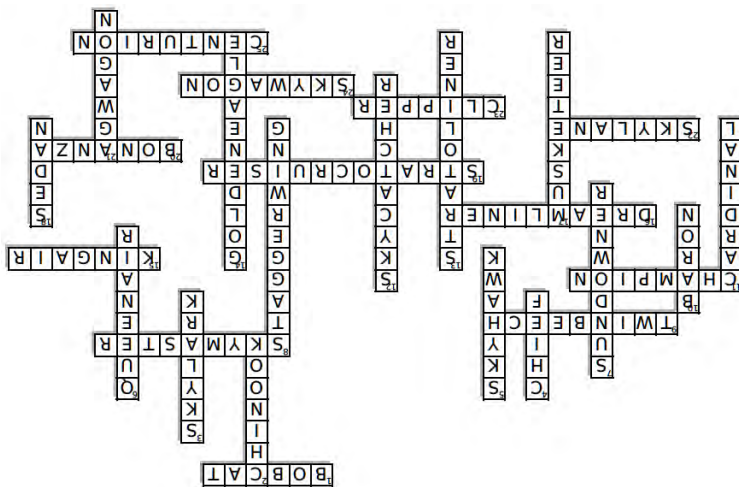
DOWN

- 2 BOEING HEAVY LIFTER
- 3 CESSNA 175
- 4 AERONCA 50
- 5 CESSNA 172
- 6 BEECH MODEL 65
- 7 BEECH MODEL 23
- 8 BEECH MODEL 17
- 10 BEECH MODEL 56
- 11 CESSNA 177
- 12 CESSNA 162
- 13 BOEING 307
- 14 CESSNA 421
- 17 BEECH MODEL 19
- 18 AERONCA 15
- 21 CESSNA 188



ANSWER TO THIS MONTH'S CROSSWORD

The Name of the Plane - Civilian



Jeff Hill, Sr., snapped this pic of a new airport bum seen hanging out at the FBO.

Please join us

Galt Airport
Christmas Party



All things merry and flight

**SATURDAY
DECEMBER 19TH, 2015
6 O'CLOCK P.M.**

.....

Appetizers and Drinks provided

Please RSVP by December 15th

call 815-648-2433 or email rebekah@galtairport.com



Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

I hope everyone had a great Thanksgiving. I know I'm thankful that the weather managed to stay relatively mild through October and most of November. It appears now that winter is finally beginning, which means the snow plow vehicles will be out again soon. Please keep an eye out as you're driving around the airport after a snowfall. We do our best to see you but it isn't always easy! Also, if you have any special requests, or need assistance plugging in an engine heater, turning on a furnace or anything else... please let us know. We're happy to help.

Also, just a friendly reminder to please return a signed copy of your

hangar lease to the airport office as soon as possible. If you have any questions, please email or call and I'll be glad to help.

I'm looking forward to seeing you all at the airport Christmas party in a few weeks! If I don't see you then, have a great rest of the year.

Thank you for everything you've done to help Galt continue to thrive in 2015. There's no question we had our best year yet. We're excited to show you what we have in store for 2016!

Ed Brown's Ground School is taking a winter hiatus and will resume again in the spring of 2016. If you are interested in taking the private pilot ground school next year, please send an email to Rebekah Busse at rebekah@galtairport.com.



Scan this QR code to watch JB Aviation Light Sport CFI, John Payne, take a flight in the BushCat LSA.



BushCat
by SkyReach

Other Services Available:

Light Sport Instruction
Light Sport Repair & Maintenance

- Low cost
- Kit Form & SLSA
- Easy to maintain
- Great STOL performance
- Low Operating Cost (approx. \$35/hr)
- Wide cabin / Side by Side Seating
- South African Manufacturer
- "Light Sport As Intended"

Nose-wheel - Tail-wheel - Amphibian Seaplane

BushCat Specifications:

Cruise speed: 105 MPH

Take off roll: 262 Ft

Stall speed (full flaps): 35 MPH

Crosswind Component: 32 MPH

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Useful load: up to 628 lbs

Endurance and Range: up to 7 hours & 700 Miles

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Minutes of the EAA 932 General Meeting

Nov 14, 2015

Meeting Minutes

Meeting brought to order at 10:04 a.m.

1. CALL TO ORDER /ATTENDANCE
Jeremy K, Daniela K, Mike F, Steve P, Bob N, Jean F, Marty S, Walt W, Michael H, Patrick H, Ted H, Mike E, Jerry T, Paul S, Dave S, Jeff H Sr.
2. VOTING ITEMS
 - a. Approval of Agenda Moved by: Walt W, Seconded by: Steve P All in favor
 - b. Secretary's Report- Approval of Sept Meeting Minutes Moved by: Walt W, Seconded by: Steve P All in favor
 - c. Approval of Treasurer's Report for Oct Moved by: Patrick H, Seconded by: Jerry T All in favor
Jean F noted that she negotiated with JB aviation to eliminate the monthly chapter rent payment. Also, Clear View Windows made an \$80 contribution in thanks for the business the chapter has generated.
3. PRESIDENT'S / VICE PRESIDENT'S REPORT
 - a. In Memoriam for Mary Moricoli
4. COMMITTEE REPORTS
 - a. Young Eagles / Eagle Flights -
All participants of the Boy Scout Troop 35 aviation weekend were flown on Sunday, Oct 25th after conditions proved too windy on Saturday.
5. OLD BUSINESS
 - a. none
6. NEW BUSINESS
 - a. Steve Phillips mentioned boy scouts in Spring Grove used our pancake grill for a fundraiser for Purpleheart Veterans to build a monument. The grill was returned in better condition than it went out including a new storage cover.
 - b. Galt Airport Christmas Party is scheduled for Dec 19th
 - c. Chapter Election: Vice President and Treasurer
After Jean lead the chapter through the duties of treasurer, Jerry Thomas switched his candidacy from VP to treasurer. Therefore, running unopposed, Patrick Hoffman and Jerry Thomas were elected unanimously for VP and Treasurer respectively. They will be installed at the December meeting.
7. After the close of the business meeting, Daniela and Jeremy Knoll gave an interesting talk and demonstration on the current practice of Cardiopulmonary Resuscitation. They also collected a sign-up sheet for anyone interested in having a CPR class at the airport.

Next meeting: December 12, 2015

ADJOURNMENT of Business Meeting: 10:23 AM moved by Michael H seconded by Patrick H

Galt Airport / EAA 932 Calendar of Events

Dec 12 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

Dec 19 Galt Airport Christmas Party

2016

Jan 9 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

Feb 13 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

Mar 12 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

Apr 9 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

May 14 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

Jun 4 EAA 932 Salute to Veterans at Galt Airport (10C), 10a.m. - 6p.m., rain date June 5.

Jul 9 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

Aug 13 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

Other Aviation Events

Find more aviation events online at the following sites;

www.eaa.org/en/ea/events

<http://www.fly2lunch.com>

www.aopa.org/events

<http://www.flyins.com>

<http://www.dot.wisconsin.gov/travel/air/aviation-events.htm>

<http://socialflight.com/index.php>

Free AOPA Safety Seminars

The Aircraft Owners and Pilots Association Air Safety Institute offers free live and recorded safety seminars. Most of these programs qualify for FAA Wings Credit. You can search for seminars by state or topic at <http://www.aopa.org/asf/seminars/seminar.cfm>.

FAA Wings Safety Seminars

The Federal Aviation Administration (FAA) Safety Team sponsors thousands of aviation safety seminars throughout the country each year. These interesting and informative seminars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations. Most courses are free and provide credits for the WINGs program. You can search for seminars by keyword or location at <https://www.faasafety.gov/SPANS/events/EventList.aspx>

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

EAA SportAir Workshops

EAA SportAir Workshops offer weekend workshops that will launch you on the most satisfying and rewarding adventure of your life. These courses will prepare you to build your own airplane. Get hands on with skills and techniques to complete your amateur build aircraft. You'll gain the skills and most importantly, the confidence to take you all the way to that first fabulous flight. To learn more about upcoming workshops and special EAA member tuition for the courses, call 800-967-5746 or visit <http://www.sportair.com/workshops/index.html>.

EAA Chapter 932 Officers and Contacts

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Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road, Greenwood/Wonder Lake, IL 60097

Airport Business Hours

8:00 a.m. to 6:00 p.m. Monday through Sunday (summer hours)

Airport Owners: Diane and Claude Sunday dsonday905@aol.com

Airport Manager/Chief Flight Instructor: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: Maintenance@galtairport.com

Office: (815) 648-2433

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Rebekah Busse: Rebekah@galtairport.com

Web Site: <http://www.galtairport.com>

Facebook: <http://www.facebook.com/GaltAirport>

The Dean Rowe Show: <http://huntleyradio.com/the-dean-rowe-show>

AVGAS

Self-Serve Price

\$4.29

(includes tax)

This newsletter is published monthly and distributed via email to approximately 600 readers. You can download current and past issues from the chapter web site at <http://www.eaa932.org/newsletters.html>. Please contact the editor at editor@eaa932.org to be added to the email distribution list.